Government during the year 1992-93 and 1993-94;

(b) what is the total length of the proposed rail routes in the State, district-wise;

(c) what are the Schemes which Government propose to include in its implementation programme in view of the public demand and requirements; and

(d) the progress made in issue of approvals by Government in this context and made allocation of funds for the purpose; and

(e) what are the reasons for not including the other routes by Government in its programme?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Proposals have been received from the Government of Gujarat, inter-alia, for the following works:

(1) Construction of a new line from Kapadvanj to Modasa.

(2) Provision of a rail link upto Alang Ship Breaking Yard.

(3) Conversion of Rajkot-Verawal into BG and extension upto Kodinar.

(4) Construction of a rail-cum-road bridge between Bhavnagar and Bharuch across the Gulf of Cambay.

(5) Provision of a rail link upto Pipavav Port.

(6) Conversion of Ahmedabad—Delhi, Gandhidham—Bhuj, Bhavnagar—Surendranagar, Wankaner—Navalakhi—Morbi—Maliya Miyana, Ahmedabad—Himmatnagar, Ahmedabad—Vijapur and Mahesana—Viramgam sections into BG.

(7) Provision of a direct BG rail link between Gandhinagar and Delhi.

(b) This information is maintained railway zone-wise and not civil district-wise. However, length of the suggested new rail routes, as per (a) above, in Gujarat would be about 352 KMs.

(c) Conversion of Ahmedabad—Delhi, Viramgam—Mahesana, Rajkot—Verawal are approved works.

(d) Construction of new line from Kapadvanj to Modasa, which had been temporarily frozen, is being re-started. A sum of Rs. one crore has been released for this project. Besides, approval of the Planning Commission has been sought for taking up gauge conversion of Wankaner—Dahinsara—Maliya Miyana MG section into BG.

(e) Railways have formulated an Action Plan for progressive conversion of selected narrow/metre gauge lines into broad gauge. In the first phase, lines required urgently on operational/strategic considerations are being taken up. Other lines will be considered in the next phase subject to availability of resources.

Target fixed for conversion of rail lines in Gujarat

2435. SHRI KANAKSINH MOHANSINH MANGROLA: Will the Minister of RAILWAYS be pleased to state:

(a) what was the target fixed for conversion of narrow gauge lines into broad-gauge in Gujarat State during 1994-95 and the amount likely to be spent on this work;

(b) whether Government will achieve the target during the above period;

(c) if not, the reasons therefor; and

(d) how much time will be taken to achieve the target?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No NG line in Gujarat is targetted for conversion into BG during 1994-95.

(b) to (d) Do not arise.

Construction of Pedestrian foot bridge at Muzaffarnagar Railway Station

2436. SHRIMATI MALTI SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to construct a pedestrian foot bridge at Mujaffarnagar (NR) Railway Station connecting New Mandi with city area;

(b) if so, what are the details thereof; and

(c) when the work is likely to be started?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir.

(b) and (c) Do not arise.

Proposal to Revolutionise Marketing Strategy by New Avenues

2437. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received proposals from the private sector to revolutionise its marketing strategy by tapping new avenue for earning more revenues;

(b) if so, the details of the proposals received and the feasibility of introduction of the schemes examined; and

(c) by when the decision is likely to be taken?